



TRAILERTRI

The Newsletter for all Farrier Designs

by Ian Farrier

March, 1992 - No. 48

Four F-9As now sailing Down Under

...well five, by the time you read this, and another two due soon. OSTAC has launched two more F-31s, in addition to David Mason's first F-9A, new owners being Nigel Buckland, and Fred Gans (*the F-31 is the production version of the F-9A*). Gavin Hall has completed Michael Cambridge's F-9A in New Zealand which saw 19.1 knots on its first sail. Michael has since reported hitting 26.3 knots while under Main and Spinnaker in the Marlborough Sounds. Otto Stalder's F-9A, also in New Zealand, should be the fifth boat in the water by now. This is a record number of boats launched so soon after I started working on the plans a little over a year ago.

Both Fred Gans F-31 OSTAC TRIUMPH and David Mason's F-9A FLEETWING took part in a 65 mile ocean race for multihulls off Brisbane, February 15th. The nine starters were the 40' cat GROUCHO, three Arber 39' cats, Crowther 36' and 32' cats, and a Grainger MTB920 trimaran.

The start was downwind in moderate 10 knot winds, which soon showed a disadvantage of the F-9A's standard asymmetric spinnaker. The better performing boats carried large symmetric kites, mostly masthead, and these are definitely superior in these conditions, and essential if racing. As a result OSTAC TRIUMPH rounded the mark off Caloundra (north of Brisbane) about 5th, with long faces on the crew, and 15 minutes behind the leading cat LIGHT BLUE TOUCH PAPER AND STAND CLEAR (*get it?*), which sported a huge masthead spinnaker. FLEETWING had started late and was well back and out of contention.

The wind started to pick up, and now the Farrier design windward ability showed, with OSTAC TRIUMPH driving through the fleet, easily passing boat after boat, until nearly level with LIGHT BLUE TOUCH PAPER... etc. The long faces were now replaced by ear to ear grins! Speeds on this leg to windward frequently exceeded 12 knots in large seas. Rounding the final mark off Tangalooma it was a hectic, over canvassed, tight reach to the finish, neck and neck, boat speeds of over 20 knots, with OSTAC TRIUMPH finishing just 30 seconds behind LIGHT BLUE TOUCH... (*aw forget it!*), 14 minutes ahead of the Arber 39' cat WINDCHEETER, and seventeen min-



Michael Chamberlain's new F-9A ready for launching at Tauranga, New Zealand

utes in front of the MTB920. An excellent result for OSTAC TRIUMPH in her first race, and a good test for the F-31 and F-9A. Both boats probably took more punishment in just this one race than they would in California over a whole year's racing.

The F-9A and F-9AX (wider, even roomier cabin) plans are now complete and work has begun on the new F-25A. The F-9AX has a wider main hull, which also means it trailers at 9' 8" (9' 6" with modified floats). This is under the 10' limit which is not a major problem to tow in most States. You only need a simple permit, which allows you to tow a wide load on State highways. A separate permit will be required for different states, and in some cases different cities. I haven't called all 50 states (*and I'm not going to*), so you need to check with your own local laws. Other countries have different rules, England for instance allows a towing width of 9' 6". Trailering the F-9AX can be a bit more difficult, mainly due to red tape, but if you are not going to trailer often, and you like the extra room, then the F-9AX could be for you. Performance of the F-9A and F-9AX will be very similar, the F-9A faster in some conditions, the F-9AX faster in others. Details of the F-9AX are now included

in all F-9A Study Packs, or a simple layout sheet is available for \$2.

Interest in the new F-25A is very high and it's an exciting boat due to breakthroughs in design, construction and simplicity. I have been wanting to incorporate several new ideas into this type of boat for some time now, and everything fell perfectly into place. It's a 'state of the art' Farrier design, using all the lessons learned over the last 20 years. As with all my designs, it is intended to be a fast, **comfortable cruiser** first, but I believe it's perfor-

Corsair News

As regular readers are aware, I have resigned from Corsair Marine, and have resumed work as an independent designer. I continue to own the F-27 design, which Corsair builds under license to me, and I will continue to monitor its construction to ensure it is built to my specifications.

Corsair has now also moved its sales office to a new building located at 3040 Terminal Avenue, National City, and the production side will follow in March. There are now over 300 F-27s built and sold!

mance is going to be quite an eye opener....

The beams and folding system kit will be produced here in the U.S. and in Australia this year, as well as the F-9A system.

F-31 Now Available in Europe

The F-31 is the production version of the F-9A and it is now being manufactured in Australia by OSTAC Pty Ltd. Quality is excellent, and being Australian built it is much tougher than required for other areas. It is being built to my specifications, using the full Farrier construction checklist system (as with the F-27) ensuring the same quality and structural integrity that Farrier designs are known for.

Under existing agreements, only Corsair Marine currently has the right to sell or produce my production designs in all areas other than Australia and New Zealand and Corsair has now agreed to permit OSTAC to sell the F-31 in Singapore, Japan, China and Europe. If in one of these areas, and you are interested in the F-31, contact OSTAC direct for the name of their nearest distributor. One such distributor is F-27 dealer Jan De Boer in the Netherlands (Ph. 31 2507 13815), and Jan has already sold his first F-31.

Corsair has ordered one F-31, but has indicated it may not order anymore until late this year, which unfortunately makes the F-31 unavailable in the U.S. for the time being.

If you are interested in purchasing an F-31, the first step is to contact Corsair or one of its dealers, and if they are still unable to help, then the only other option is to buy a set of F-9A plans. This gives you the right to build one boat, incorporating the **Farrier Folding System™** or have a custom boat builder build it for you. I now have a list of suitable custom builders, and this is available on request. Such a 'one off' boat is not necessarily inferior to a production boat, it can actually be superior, with the more durable epoxy resins and LP paints used. All top racing boats are custom built for instance, and with the slow economy, price could be attractive right now.

Be aware, however, that the plans give you the right to build **one boat only**. Only Corsair currently has the right to do a production version of the F-9A in the northern

hemisphere, and these rights will be rigorously protected.

The F-9A is certainly attracting interest, throughout the U.S., and the building of an F-9A float with Baltek's Durakore® strip planking was the center attraction at the recent Professional Boatbuilders Conference in Fort Lauderdale, Florida. Baltek Corp. set up the stand, while F-9A builders Terry Dougherty (a Baltek distributor) and Warren Chichester did the work, though this was hard to do with everybody wanting to stop and talk.

Home builders Under Fire!

A number of comments have been made about home builders recently, and over the years, about the 'stigma' associated with home built boats. Having been a home builder - building five Trailertris under my home in Brisbane (the old start in the garage syndrome), and now associated with hundreds of home builders I believe this 'stigma' can be a little misdirected.

The multihull movement was started by home builders, and Corsair Marine would not even exist had it not been for the excellent reputation established by hundreds of 'homebuilt' Farrier designs over many years.

The 'stigma' of bad multihulls is more

often caused by poor designers. Many home builders have had to build from just a few sheets of paper, with no guidance in proper construction methods or pitfalls to avoid. Provide a home builder with a professional set of highly detailed plans, with proper guidance, and the results, in my experience, are usually a boat to be proud of, frequently superior to production boats.

I have visited several multihull factories over the last year or so, and am aware of one production multihull built without a major structural bulkhead taped in place! Had this boat failed, the resulting 'stigma' would have been due to the supervising designer, not a homebuilder. Fortunately it was caught in time, but such incidents can represent a much greater danger than any individual amateur builder.

To avoid such problems, take the time to do a good job and choose your designer carefully. There are no colleges or degrees for multihull design, nor are there relevant scantling rules as exist for monohulls. Multihull design is still a relatively new science, so be sure the designer chosen has extensive experience in designing, building, and sailing the type of craft you desire (even cats and tris are quite different). Choosing a new, inexperienced, designer



TREVOR WATERMAN

.....that's not quite what I had in mind

could be risky to your health or wallet. Don't be the guinea pig, let the designer first take the risks, learn his profession, and be sure he has **earned** your patronage.

Once the plans are chosen then be sure to follow them - if you must change something contact designer first. Even what may seem a minor change could ruin your boat.

Mast Raising Bars

These bridge the forward beams (when folded) and have served well on the F-27 and many Trailertris, to raise the mast by using the trailer winch line. However, later designs like the F-9A have lower beams, and the mast raising bar is no longer effective. One solution would be to fabricate an 'erector set' bar extending the lifting point above the beams, but this is complex, and needs to be anchored to the beams in some way to stay in place. One also still has to fold the boat up for it to work.

A better alternative is a simple mast raising pole. I've looked at these systems in the past but have never been impressed because most use the boom, meaning the mast has to be lowered forward, necessitating disconnecting the shrouds (slow and more work). Because the boom can pivot sideways, guy wires are also needed.

However, a separate smaller 'Mast Raising Pole' has now been developed for the F-9A. The pole just plugs onto the front of the mast, and is prevented from swiveling sideways by its position and the fit on the mast. OSTAC reports that it works very well, and the F-9A mast is now even easier to raise than the F-27s (which is very easy). By not using the folded beams, the mast can also be raised while floats are extended, making this system an improve-

New Trailertri 680 in Washington



Charles Donahue writes: *These are the pictures of the first launching of SHEARWATER, my Trailertri 680 #339. It took me almost a year to build her. The only deviation from the plans is the mast and boom, which I made from sitka spruce.*

I had a wonderful three day shakedown sail. She sails every bit as good as expected. No motor, I have a 16' skulling oar that moves here along slowly. Thank you for the wonderful design work - the plans are right on! I'm interested in contacting other Trailertri builders and sailors in the Puget Sound area. Can you publish my name and address? Charles Donahue, P.O. Box 401, Vaughn, WA 98394-0401

ment on the original Mast Raising bar. For details, send \$5 for a full Data sheet.

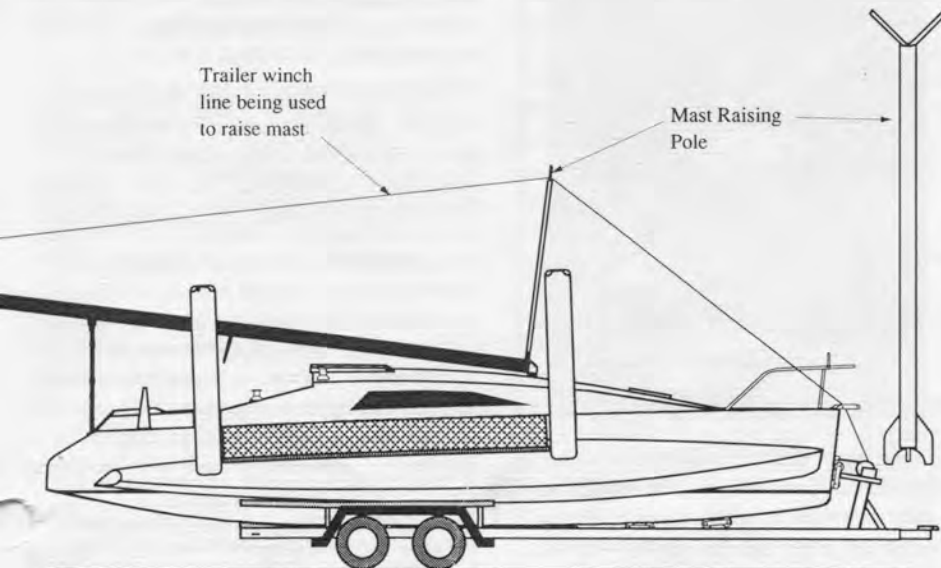
Asymmetric Bow Poles

Having used these over the last year on both a Trailertri 720 and an F-9A I have come to prefer the bow pole over the usual spinnaker pole. The asymmetric spinnaker is much simpler for the cruiser to set up, and the racer has more control on those exciting high speed reaches. Such an asymmetric

pole will be used on all future designs, and I can see this developing into a stayless, retracting carbon fiber pole (possibly on the F-25A). Note that while the asymmetric will be easier to handle and faster on reaches, the standard symmetric type spinnaker will be faster downwind in lighter conditions. Serious racers really need both. There are a number of other pitfalls to watch for and for general details on how to convert your boat send \$5 for the Data sheet.

New Name for Farrier designs

Ian Farrier Trimarans has now reverted back to **FARRIER MARINE**. This was the original name operated under while in Australia for 12 years, and besides, a lot of people can't pronounce Ian, (*sounds like Ean, not Iron!*) or trimarans properly (*try-marans not treemarans!*).



Mast Raising pole being used

OFFICIAL FARRIER PLAN AGENTS

Australia: OSTAC Pty Ltd.,
25 Akuna Ct., Hemmant, Qld. 4174,
Ph. (07) 893-1133.

F-27 Dominates Ft. Lauderdale to Key West Race

This years running of the prestigious 160 nautical mile Ft. Lauderdale to Key West Race marked a milestone in the events 17 year history, as this was the first time multihulls were officially allowed to compete. And compete they did! Of the 109 yachts registered, 12 multihulls were able to meet the Lauderdale Yacht Club's rigorous ORC Category 2 construction and equipment standards, including a 42 foot wing masted cat, a Condor 40, a Condor 30, a custom 32 foot tri, and no less than eight Farrier F-27s from Corsair Marine.

The decks were stacked on the monohull side with some of the countries hottest IOR, IMS, and PHRF boats, including the 62' Frers designed MERRYTHOUGHT, the new 58' Chance designed STUARTLITTLE, and the monster 82' Pedric designed CONGERE. It even seemed that the weather had conspired against the smaller multihulls, as the 20+ knot forecast winds promised to be right on the tail for most of the race, requiring them to tack downwind to realize their speed potential.

You can imagine the surprise when the race committee was awakened shortly after midnight by a call on the VHF "This is the F-27 number 279, JUST RIGHT II, inbound at Mach 1, abeam the Key West sea buoy, with the runway in sight".

Eric Arens with his all star team of Jim Buffum, Rick White, and Randy Smyth, had overtaken CONGERE, the last monohull, at around 8.20 that evening, and were on course to the finish line inside Key West harbor at speeds often exceeding 20 knots.

When the shouting was over JUST RIGHT II had completed the course in 14:43:22, just a few minutes under the official course record, and with an actual elapsed time 38:47 minutes faster than the 80' CONGERE and 2 hours 26 minutes faster than the Condor 40 AIR TIME! In spite of the conditions, the F-27s had dominated the course with 6 finishing in the first 20 yachts to cross the line.

Eric Arens, owner of the FINISH LINE INC., is the exclusive F-27 dealer for the South Eastern U.S. and operates out of a very nice facility in Jensen Beach, Florida (Ph. 407-334-4760). Eric has developed a number of good innovations for the F-27, one being a flush molded Outboard well

For information on the F-27, contact:

Corsair Marine,
150 Reed Ct, Chula Vista,
CA 91911, U.S.A.
Ph. (619) 585-3005, Fax 585-3092



JUST RIGHT II in Key West Race at high speed. Note jib being flown inside spinnaker

cover, another a very innovative Bimini type cockpit cover using two curved fiberglass poles. He can also advise on the fitting of a detachable asymmetric bow pole to your F-27, having developed a very effective sys-

tem. Note that these bow poles are not class legal at present. While in the above race Eric also flew his jib inside the asymmetric spinnaker and he reports that this could be one reason why JUST RIGHT II did so well in the conditions. They were able to sufficiently build their reaching speed so as to bear away downwind, while maintaining the high apparent wind. This is a crucial factor in getting an asymmetric to work well while running downwind.

For Sale: Trailertri 680, Bryunzeel ply, W.E.S.T, Awlgrip, Harken Furler, racing rig, 8 H.P. Evinrude, galv. trailer, VHF, D.S., Knotmeter, solar panel, Autopilot, awning, \$19,000, Bill Boerner, (206) 293-2795 WA.

Late News: OSTAC TRIUMPH took line honors in Brisbane's 100 mile Great Bay Race on Feb. 29th. Rough conditions, even for Australia, with gale strength winds caused many of the 30 multis and monos taking part to retire. The F-31 suffered a blown spinnaker, yet winning margin was still over 30 minutes.

F-9A Model



Graham Howard is now producing beautiful F-9A models for sale, both folding and radio controlled sailing versions. Length is around 3'. For details contact Graham at 16 Bangalee St., Jindalee, Qld. 4074, Australia. Ph. (07) 376-1339

TRAILERTRI is compiled and published by Ian and Alicia Farrier and subscription (air mail) for four 4 page issues (usually over 1 year) is US\$6, A\$10, NZ\$12, with all other foreign US\$8. Checks are accepted in all above currencies. Send to **FARRIER MARINE**, P.O. Box 7362, Chula Vista, CA 91912. U.S.A.